

AGENDA
TRAFFIC COMMITTEE MEETING
MARCH 17, 2004 - 7:30 P.M.
LOWER LEVEL CONFERENCE ROOM
TROY CITY HALL
500 W. BIG BEAVER ROAD

1. Roll Call
2. Minutes – January 21, 2004

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 1143 Chopin
4. Request for Sidewalk Waiver –Chopin, Parcel B
5. Request for Sidewalk Waiver –Chopin, Parcel C

REGULAR BUSINESS

6. Install YIELD or STOP Sign on Hartland at Daley Street
Requested by Tammy Cheslock, 1087 Baker Court
7. Post NO STOPPING STANDING PARKING 8 a.m.-4 p.m. SCHOOL DAYS
Signs along the West Side of Castleton by Susick Elementary School
Requested by Sgt. Robert Redmond, Troy PD
8. Section 15 Traffic Concerns
Requested by Bruce Bloomingdale, 4264 Tallman; Dave Sysko, 4438 Yanich;
Dave Bastian, 487 Randall; Tom DiMambro, 4292 Tallman
9. Parking Concerns on Smallbrook
Requested by Judy Davis, 1923 Smallbrook
10. Visitors' Time
11. Other Business
12. Adjourn

cc: Traffic Committee Members, Including Ex-Officio Members
Gary A. Shripka, Assistant City Manager/Services
Steven Vandette, City Engineer
Captain Dane Slater, Police Department
Lt. Scott McWilliams, Police Department
Lt. Robert Matlick, Fire Department
Lori Grigg Bluhm, City Attorney
John K. Abraham, Traffic Engineer

and: Item 3, 4 and 5 Residents within 300 feet of 1143, Parcel B and Parcel C on Chopin.

Item 6 Residents within 300 feet of the intersection of Hartland and Daley

Item 7 Residents within 300 feet of Susick Elementary School

Item 8 Residents in Section 15 per attached map

Item 9 Residents within 300 feet of 1923 Smallbrook

TRAFFIC COMMITTEE

MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS

The Traffic Committee is composed of seven Troy citizens who have volunteered their time to the City to be involved in traffic and safety concerns. The stated role of this Committee is:

- a. To give first hearing to citizens' requests and obtain their input.
- b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.
- c. To identify hazardous locations and recommend improvements to reduce the potential for traffic accidents.

Final decisions on sidewalk waivers will be made by the Committee at this meeting.

The recommendations and conclusions arrived at on regular items this evening will be forwarded to the City Council for their final action. Any citizen can discuss these recommendations before City Council. The items discussed at the Traffic Committee meeting will be placed on the City Council Agenda by the City Manager. The earliest date these items might be considered by City Council would normally be 10 days to 2 weeks from the Traffic Committee meeting. If you are interested, you may wish to contact the City Manager's Office in order to determine when a particular item is on the Agenda.

Persons wishing to speak before this Committee should attempt to hold their remarks to no more than 5 minutes. Please try to keep your remarks relevant to the subject at hand. Please speak only when recognized by the Chair. These comments are made to keep this meeting moving along. Anyone wishing to be heard will be heard; we are here to listen and help in solving or resolving your particular concerns.

**AGENDA EXPLANATION
TRAFFIC COMMITTEE MEETING**

MARCH 17, 2004

1. **Roll Call**
2. **Minutes – February 18, 2004**

PUBLIC HEARINGS

3. **Request for Sidewalk Waiver – 1143 Chopin**

Mike Agnetti, 2977 Lovington, is requesting a waiver for the sidewalk at 1143 Chopin. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an “Agreement for Irrevocable Petition for Sidewalks.”

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

SUGGESTED RESOLUTIONS:

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Mike Agnetti has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; and

WHEREAS, THE Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a

____-year waiver of the sidewalk requirement for the property at 1143 Chopin, which is owned by Mike Agnetti.

2. WHEREAS, the Traffic committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee denies a waiver of the sidewalk requirement for the property at 1143 Chopin, which is owned by Mike Agnetti.

4. **Request for Sidewalk Waiver –Chopin, Parcel B**

Mike Agnetti, 2977 Lovington, is requesting a waiver for the sidewalk at Chopin, Parcel B. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an “Agreement for Irrevocable Petition for Sidewalks.”

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

SUGGESTED RESOLUTIONS:

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Mike Agnetti has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; and

WHEREAS, THE Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a ____-year waiver of the sidewalk requirement for the property at Chopin, Parcel B, which is owned by Mike Agnetti.

2. WHEREAS, the Traffic committee has determined, after a public hearing, that Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee denies a waiver of the sidewalk requirement for the property at Chopin, Parcel B, which is owned by Mike Agnetti.

5. Request for Sidewalk Waiver – Chopin, Parcel C

Mike Agnetti, 2977 Lovington, is requesting a waiver for the sidewalk on Chopin, Parcel C. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an “Agreement for Irrevocable Petition for Sidewalks.”

Petitioner states that there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

SUGGESTED RESOLUTIONS:

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Mike Agnetti has requested a temporary waiver of the requirement to construct a sidewalk on the property because there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing; and

WHEREAS, THE Traffic Committee has determined the following:

- a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and
- b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and
- c. The construction of a new sidewalk on the property line would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a _____-year waiver of the sidewalk requirement for the property on Chopin, Parcel C, which is owned by Mike Agnetti.

2. WHEREAS, the Traffic committee has determined, after a public hearing, that

Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED that the Traffic Committee denies a waiver of the sidewalk requirement for the property at Chopin, Parcel C, which is owned by Mike Agnetti.

REGULAR BUSINESS

6. Install YIELD or STOP Sign on Hartland at Daley Street

Tammy Cheslock of 1087 Baker Court requests that either a STOP or YIELD sign be installed on Hartland at Daley Street. She indicated that she has witnessed many near crashes at the intersection. Hartland runs east from Daley and is a new roadway serving a new subdivision which is being completed. Ms. Cheslock feels that motorists at the intersection do not know who has the right-of-way and often traffic on Hartland does not yield to traffic on Daley. This intersection is a “T” intersection with Daley being the through street and therefore having the right-of-way.

Traffic counts at this intersection indicate that Daley carries around 1200 vehicles and Hartland carries around 493 vehicles in a day. Daley runs off Big Beaver Road and connects to the Baker Middle School. Hartland runs east between Daley and Boyd on the north. Since Hartland is a new street, there is no crash history at the intersection.

SUGGESTED RESOLUTIONS:

- a. Recommend installing YIELD sign on Hartland at Daley Street
- b. Recommend installing STOP sign on Hartland at Daley Street
- c. Recommend no changes

7. Post NO STOPPING STANDING PARKING 8 a.m. – 4 p.m. SCHOOL DAYS Signs along the West Side of Castleton by Susick Elementary School

Susick Elementary School was recently reconstructed and normal school operations have started. Since another school in the Warren Consolidated School District is being worked on, both schools now operate out of Susick. Sgt. Redmond has worked the area to make sure traffic operations in the area are as safe as possible. In his and the traffic engineer's observations, the school traffic within the school site is being managed very well by school parking attendants and school safety patrol students. The school now has four driveways onto Castleton, two serving the teachers' lot (in and out) and two serving the parent lot, which also serves the drop off area. During school dismissal and arrival times there are vehicles that stand/park on the west side of Castleton and pick up/drop off students. This may be hazardous considering the sheer volume of traffic that uses the driveways and Castleton during arrival and dismissal times, and the kids and parents who have to cross Castleton.

There is one sign on the west side of Castleton that reads NO STOPPING, STANDING, PARKING 8 A.M.-4 P.M. MON-FRI; however, it is not effective.

The east side of Castleton is already marked NO PARKING and there is a traffic control order that was recommended by the Traffic committee that restricts stopping/standing/parking between the school drives from 8 a.m. to 4 p.m. These will be reinstalled soon (they may have been removed during school construction.)

It is felt that parking/standing/stopping should also be restricted on the west side of Castleton in the school area for safe traffic operations. Observations also show that the standing/parking concern is higher during the afternoon dismissal times. If this is recommended, stopping, standing or parking on both sides of Castleton will be restricted in the vicinity of the school on school days.

SUGGESTED RESOLUTIONS:

- a. Recommend installing NO STOPPING, STANDING, PARKING 8 AM – 4 PM SCHOOL DAYS on the west side of Castleton between 50 feet north and 50 feet south of the school drives.
- b. Recommend no action.

8. Section 15 Traffic Concerns

Residents of Section 15 represented by Bruce Bloomingdale, 4264 Tallman, Dave Sysko 4438 Yanich, Dave Bastian, 487 Randall and Tom DiMambro, 4292 Tallman have raised several traffic concerns in Section 15 of the City. Section 15 is the square mile that is bounded by Livernois, Long Lake, Rochester and Wattles. Concerns include:

- a. Speeding all along the length of all four streets (Leetonia, Randall, Tallman and Longfellow)
- b. Pedestrian safety around Leonard elementary school
- c. Cut-through traffic down Leetonia and Randall to Tallman to Longfellow

Speeding concerns were maximum between 4PM and 6PM on weekdays and during school arrival and dismissal times.

Mr. Bloomingdale and his neighbors expressed their traffic concerns at a City Council meeting related to Council approval of a new residential subdivision at the end of Tallman street that would add around 20 homes in the area. At the meeting City Council expressed a desire to take a closer look at the residents' traffic concerns. As a result, Councilman David Lambert, City Manager John Szerlag and the Traffic Engineer met in mid-February with the resident representatives of Section 15 to discuss traffic concerns.

At the meeting, all the above-mentioned concerns were discussed in detail and a presentation on the Neighborhood Traffic Harmonization Program was also made.

The residents would like to pursue the NTHP; however, as a first step would like to see more STOP signs installed to reduce speeds and cut-through traffic in the neighborhood. The traffic engineer explained that STOP signs, particularly multi-way, are installed *after* a study is performed to determine if state-mandated thresholds (called warrants) are met for the intersections. The traffic engineer also distributed information on how unwarranted STOP signs have not been demonstrated to reduce speeding on residential streets, and some literature on how unwarranted STOP signs may cause more crashes and provide a false sense of security to pedestrians using these intersections (all materials are attached for the reference of the committee).

A Traffic Information Survey was given to the residents to pursue the NTHP. On February 19, 2004, the core group of resident representatives also submitted a list of intersections that they would like to be converted to all-way STOP sign controlled. Following are the intersections:

- a. Leetonia and Tallman
- b. Randall West and Tallman
- c. Randall East and Tallman
- d. Longfellow and Tallman
- e. Longfellow and Yanich
- f. Thurber and Longfellow

Since STOP sign studies require some time, core group was informed that the intersections have been added to the list of studies to be done by the Traffic Engineering Department, and the results will be presented to the Traffic Committee when available for their consideration and recommendation to City Council.

Sgt. Redmond reports the following enforcement activities in the section: They received no complaints in 2003 regarding speeding in that area. Their records indicate that a radar trailer was utilized on Longfellow on September 10, 2003, between the hours of 7:20 am and 8:19 pm. The average speed was 24.9 mph; the high speed was 41 mph (two vehicles) as recorded by the trailer.

In 2001 and 2002, the Traffic Safety Unit did conduct selective speed enforcement in the area. The results are as follows:

- Longfellow - 12 speed citations issued (December 13, 2001 and February 1, 2002)
- Tallman - No citations issued (monitored on February 6, 2002)
- Leetonia - 3 citations issued (May 8, 2002)

City and Police staff are working with Leonard Elementary School continually to ensure safety of pedestrians who walk to the school. The last study of pedestrian safety resulted in the City hiring an adult crossing guard to enhance safety of pedestrians, particularly kids walking to school. Observations this month also indicate that these measures and the school safety patrol are working effectively to ensure pedestrian safety.

A traffic crash study of the area reveals the following:

- Leetonia
 - One in 4/2001 - Motorcycle lost control
- Randall
 - One in 12/2002 - Backed into parked vehicle
 - One in 8/2000 - Parked vehicle
- Tallman
 - One in 1/2001 - Vehicle lost control (icy conditions)

Traffic volume studies indicate that the roadways in this mile section carry between 300 and 1650 vehicles in a day. The subdivision has around 825 homes, and the observed traffic volumes are consistent with what can be expected in such a residential area. Traffic volumes on Troy residential streets range between 80 and 5,000 vehicles in a day.

The first three intersections listed earlier are on this agenda for consideration.

a. Three-way STOP signs at Leetonia and Tallman

Mr. Bruce Bloomingdale requested a STOP sign instead of a YIELD sign on Leetonia at Tallman at the October 2003 meeting of the Traffic Committee. The City Council approved a STOP sign to replace the YIELD sign on Leetonia at Tallman. The request under consideration here is to further convert this intersection to a multi-way STOP controlled intersection.

The Michigan Manual of Uniform Traffic Control Devices states that installation of a multi-way STOP would be warranted under one of the following conditions:

- ❖ *Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.*
- ❖ *An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.*
- ❖ *Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.*

A 24-hour volume study performed for the intersection shows the following traffic volumes entering the intersection:

Direction	Per Day
EB Leetonia	301
NB Tallman	negligible
SB Tallman	443

No significant sight obstructions were observed at the intersection, and none of the warrants for multi-way STOP signs were met.

National research shows that Installation of multiway STOP signs that are not warranted may create more hazards than solving any concerns, particularly speeding. Traffic crashes at such locations could result in the City being liable for damages since state standards were not met for the traffic control devices at the intersection.

SUGGESTED RESOLUTIONS:

- a. Recommend replacing the STOP sign with a 3-way STOP signs at the intersection of Leetonia and Tallman.
- b. Recommend no changes.

b. Three-way STOP signs at Randall West and Tallman

The reasoning for this request was to slow down the traffic on Tallman. Mr. Dave Sysko also mentioned that some traffic on Randall turns onto Tallman at high speeds. He also mentioned that motorists do not yield right of way to traffic on Tallman as they should be doing.

The Michigan Manual of Uniform Traffic Control Devices states that installation of a multi-way STOP would be warranted under one of the following conditions:

- ❖ *Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.*
- ❖ *An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.*
- ❖ *Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.*

A 24-hour volume study performed for the intersection shows the following:

Direction	Per Day
EB West Randall	732
NB Tallman	386
SB Tallman	925

None of the warrants for multi-way STOP signs were met for the intersection. National research shows that Installation of multiway STOP signs that are not warranted will create more hazards than solving any concerns, particularly speeding. Traffic crashes at such locations could result in the City being liable for damages since state standards were not met for the traffic control devices at the intersection.

SUGGESTED RESOLUTIONS:

- a. Recommend installing 3 way STOP signs at Randall West and Tallman
- b. Recommend no action

c. Three-way STOP signs at Randall East and Tallman

This request is also made for reasons similar to those that have already been discussed above.

The Michigan Manual of Uniform Traffic Control Devices states that installation of a multi-way STOP would be warranted under one of the following conditions:

- ❖ *Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.*
- ❖ *An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.*
- ❖ *Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.*

A 24-hour volume study performed for the intersection shows the following:

Direction	Per Day
WB East Randall	861
NB Tallman	386
SB Tallman	925

None of the warrants for multi-way STOP signs were met for the intersection. National research shows that Installation of multi-way STOP signs that are not warranted will create more hazards than solving any concerns, particularly speeding. Traffic crashes at such locations could result in the City being liable for damages since state standards were not met for the traffic control devices at the intersection.

SUGGESTED RESOLUTIONS:

- a. Recommend installation of 3-way STOP signs at Randall East and Tallman
- b. Recommend no action

9. Review Parking Restrictions on Smallbrook/Little Creek Street

Ms. Judy Davis of 1923 Smallbrook would like parking restriction on Smallbrook/Little Creek changed so that her guests can park closer to her home. Currently parking is restricted around the corner near her home as per a traffic control order that was passed in 1990 subsequent to Traffic Committee recommendation and City Council approval. Following is an excerpt from the minutes of the Traffic Committee meeting of February 21, 1990:

This area is signed (pre-1990) in accordance with the City policy of removing parking on the fire hydrant side. Due to the water main design, the hydrants switch from the north to the south side and east side in the area of the curve. The one vehicle that parks in the area on evenings and weekends belongs to the resident at 1911 Smallbrook. Since the family residing at 1911 Smallbrook has several vehicles, some of which will not fit in the garage, it is convenient for them to park legally on the street. This causes a sight distance concern to the petitioner.

The traffic engineer explained that it is an ordinance that parking be removed from the fire hydrant side of the street. However, on Smallbrook, the fire hydrants change sides, so parking switches sides.

He (resident) believes that when parking is allowed on the inside of a curve, sight distance is restricted making negotiating the curve dangerous. Also, with snow, slippery conditions and the width of street being narrower with snow piled up adds to the danger.

Traffic Committee Recommendation from February 21, 1990:

*Moved by Cotsonika
Supported by Halsey*

Recommend that the existing "No Parking" sign be repositioned from the west edge of 1914 Smallbrook to the west edge of 1912 Smallbrook, directly opposite the "No Parking" sign on the other side of the street. This will prohibit parking on the fire hydrant side of the street where there is an overlay of parking being allowed on both sides of the street.

SUGGESTED RESOLUTIONS:

- a. Recommend repositioning the existing NO PARKING BEGINS sign to permit parking in front of 1923 Smallbrook.
- b. Recommend no changes.
- 9. Visitors' Time
- 10. Other Business
- 11. Adjourn